F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	115 BR-1	BUREAU	28	5
STA.	TO STA.			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 64424

GENERAL NOTES

See cross sections for special ditches and backslopes.

The removal of Bituminous Surfacing not on a rigid type base removed in conjunction with the base shall be removed as EARTH EXCAVATION. The removal of Bituminous Surfacing on a rigid type base removed in conjunction with the base shall be included in the contract unit price for PAVEMENT REMOVAL of the type specified.

The final top 100 mm (four inches) of soil in any right-of-way area disturbed by the Contractor must be capable of supporting vegetation. The soil must be from the A horizon (zero to 2' deep) of soil profiles of local soils.

It is estimated that 163 cubic yards of earth will be hauled to the job from outside the project limits. A shrinkage factor of 25% has been used.

The Contractor shall seed all disturbed areas within the project limits. Seeding Class 4 or 6 (modified) shall be used, except in front of properties where the grass will be mowed, then use Seeding, Class 1 (modified). Class 6 (modified) shall be used on front slopes and ditch bottoms. Class 4 shall be used on all back slopes and areas behind the back slope, and beyond the toe of front slope on fill sections without ditches. This work will be included in the contract unit price per Cubic Yard for EARTH EXCAVATION.

Fertilizer shall be applied to all disturbed areas and incorporated into the seedbed prior to seeding or placement of sod at the rate specified in Sections 250 and 252 of the Standard Specifications. This work shall be included in the cost of EARTH EXCAVATION.

Mulch Method II shall be applied over all seeded areas. This shall be included in the cost of the EARTH EXCAVATION.

When mulch with emulsified asphalt is applied, it will be the contractor's responsibility to cover or protect all traffic signs, guardrail and curbs. Any signs, guardrail or curbs which become covered with asphaltic material shall be cleaned by the Contractor at his own expense.

All mandatory joint sealing for Class A, Class B, and Class B (Hinge Jointed) patches as shown on the plans will not be measured for payment. Optional sawing of the joint for the sealant reservoir will not be measured for payment.

The Engineer reserves the right to check all patches for smoothness by the use of a 10' rolling straight edge set to a 3/8" tolerance in the wheel paths. Any patch areas higher than 3/8" must be ground smooth with an approved grinding device consisting of multiple saws. The use of bush hammer or other impact devices will not be permitted. Any patch with depressions greater than 3/8" shall be repaired in a manner approved by the Engineer.

The mandatory saw cuts for pavement patching are:
Class B Patch: Cut two transverse saw cuts outlining the patch and one transverse pressure relief saw cut. The longitudinal edges of the patch shall be cut full depth. When the patch is adjacent to a PCC shoulder, two saw cuts along the shoulder will be required. The mandatory saw cuts will be paid for at the contract unit price per Foot for SAW CUTS.

The following Mixture Requirements are applicable for this project:

Mixture Use(s):	Mainline Surface Course	Shoulders	Level Binder	Shoulder Surface Course
PG:	64-22	58-22	64-22	64-22
RAP% (Max)	10%	50%	15%	10%
Design Air Voids	4.2% @ Ndesign = 70	2% @ Ndesign = 50	4.2% @ Ndesign = 70	4.2% @ Ndesign = 50
Mixture Composition (Gradation Mixture)	IL 12.5 OR 9.5	BAM	IL 9.5	IL 12.5 OR 9.5
Friction Aggregate	C	---	C	C
20 Year ESAL	3.52	---	3.52	---

The Contractor will be required to furnish 5½" high brass stencils as approved by the Engineer and install stationing at 250' intervals. Stationing shall be placed on both lanes of 2-lane highways. The stations shall be placed 6" inside the pavement marking edge so they can be read from shoulder. This work will be included in the cost of the final pavement surface.

Guardrail posts may be driven through bituminous shoulders if the shoulder is not damaged as determined by the Engineer. If the shoulder is being damaged, the Contractor shall core holes in the shoulder according to Article 630.06 of the Standard Specifications.

Install a "TO ACTUATE SIGNAL" sign for the traffic signal detector loops. The detail of this sign is included in the plans. This work will be included in the cost of TRAFFIC CONTROL AND PROTECTION STANDARD 701321.

Placement and compaction of Trench Backfill for AR culverts shall conform to Section 502.10 of the Standard Specifications except that the material shall be compacted to a minimum of 95% of Standard Laboratory Density. The entire excavation within 2' outside of each shoulder shall be backfilled with Trench Backfill material. The pay limits for Trench Backfill shall extend from 2' outside each vertical culvert wall at the base of the culvert floor and shall extend vertically to the bottom of the proposed subgrade. This work shall be included in the unit price per Cubic Yard for TRENCH BACKFILL.

Bituminous and Aggregate prime coat shall be placed in accordance with Section 406 of the Standard Specifications. The cost of the prime coats shall be included in the contract unit price per ton for LEVELING BINDER (MACHINE METHOD) of the type specified.

The boring logs for this structure indicate that groundwater levels may encroach on the construction limits of this culvert. It shall be the responsibility of the contractor to control the ground water and divert the stream flow during construction in order to keep the construction area free of water. The method of controlling the water shall be subject to approval of the Engineer and the cost shall be included in the contract unit price for Concrete Box Culverts.

A Nationwide 404 Permit has been issued for this project and the conditions of that permit must be adhered to.

The new number for this structure will be S.N. 006-2017.

The review and approval of temporary sheet piling will require 4 to 6 weeks. The Contractor shall schedule his work accordingly.

Box culverts that are stage constructed and undercut by more than 2 feet shall have lean concrete placed on the rock fill at the stage line. The concrete shall retain the rock fill until the second stage rock fill is placed. This work will be included in the pay item for the type of rock fill used.

A Precast Box Culvert is not an option on the project.

The proposed pipes for entrances shall be placed in line with the proposed ditch line.

Where field tile is encountered, storm sewer or pipe drain will be used in accordance with Section 611. The minimum size for replacement will be 6" for Pipe Drains and 8" for Storm Sewer, but the size must be at least 2" larger than the adjoining tile. A Field Tile Junction Vault will be constructed at the right of way to connect the tile and storm sewer. The following quantities have been included in case field tile is encountered:

Exploration Trench 52" Depth	115 Ft.
Field Tile Junction Vaults	2 Each
Storm Sewer Special, 8"	115 Ft.
Storm Sewer Special, 10"	115 Ft.
Storm Sewer Special, 12"	115 Ft.

A quantity of 10.9 (NW), 13.4 (NE), 40.3 (SW) and 12.4 (SE) Cubic Yards of Furnished Excavation has been included to provide shoulder widening for the TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT), if the Engineer determines that the excavated materials from the job are insufficient to bring the shoulders to the proper slope and width.

The Contractor shall supply the Resident Engineer with the manufacturer's installation requirements for the type of Steel Plate Beam Guardrail Terminal Type 1 Special (Tangent).

One 8d galvanized nail shall be used to toe nail the wood block out to the wood post on all traffic Barrier Terminal Type I Specials.

Delineators shall be installed as shown in Standard 635001, except that the post shall be rotated 180° and only metal-backed delineators shall be permitted.

Salvage existing delineators within the project limits and place one at each end of approach guardrail terminal section. The work shall be included in the contract unit price for EARTH EXCAVATION.

Aggregate Base Course, Type B, is provided in the plan quantities and shall be used only as needed when directed by the Engineer.

Right-of-way markers will be erected with the back face of the marker on the right-of-way line unless the new right-of-way line has been surveyed and pinned, in which instance the right-of-way markers will be erected 12 inches inside the new right-of-way line.

The Contractor shall be responsible for protecting utility property during construction operations as outlined in Article 107.31 of the Standard Specifications. A minimum of 48 hours advance notice is required for non-emergency work. The JULIE number is 800-892-0123. The following listed utilities located within the project limits or immediately adjacent to the project construction limits are members of JULIE:

Nicor Gas Company Verizon Communications Illinois Power Company

CADD data will be available to Contractors and Consultants working on this project. This information will be provided upon request as MicroStation CADD files and Geopak coordinate geometry files ONLY. If data is required in other formats it will be your responsibility to make these conversions. If any discrepancy or inconsistency arises between the electronic data and the information on the hard copy, the information on the hard copy should be used. Contact the District's Project Engineer to request these files.

SURVEY MARKERS

PERMANENT SURVEY MARKERS, TYPE II, shall be set at intervals of 1.6 km (1 mile) or as directed by the Engineer. Bridge or culvert projects shall have one survey marker placed near the structure.
Estimated: 1 EACH.

Permanent Survey Markers, Type II shall be cast-in-place as shown on Highway Standard 667101.

The Contractor shall submit to the Engineer a description of location, elevation, and coordinates for each permanent survey marker. The Engineer shall submit this information to the Survey Crew.

The name plate for SN 006-2017 shall indicate a station of 1053+36.00 in order to match the future proposed stationing on this route. The Engineer should contact the District 2 Survey Crew prior to stamping stations in the pavement to obtain direction on the correct stationing layout.

REVIEWED

ENGINEER OF PROJECT DEVELOPMENT DATE

ENGINEER OF PROJECT IMPLEMENTATION DATE

ENGINEER OF OPERATIONS DATE

ENGINEER OF LOCAL ROADS DATE

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SCALE: NONE DRAWN BY: IYL
DATE: 04/03 CHECKED BY: JJH

IL ROUTE 26